

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1.-7. Cancelled

8. A method for electronically regulating brake force distribution to the front axle and the rear axle of a motor vehicle (~~EBV control~~), wherein the rotational behavior of the vehicle wheels is determined, compared with the vehicle speed, ~~or the vehicle reference speed, and/or with the changes of these variables, or a combination thereof,~~ and evaluated to limit the slip on the rear-wheel brakes by modulating the braking pressure,

wherein the brake force distribution is controlled in dependence on sum signals obtained by addition of acceleration values determined on each individual rear wheel and slip values determined on each individual rear wheel,

~~wherein the acceleration sum signals and slip sum signals are respectively multiplied and weighted by an acceleration sum factor and a slip sum factor, respectively, and a sum is produced of the acceleration sum signal weighted with the variable acceleration sum factor and of the slip sum signal weighted with the variable slip sum factor and is evaluated as a criterion for initiating the electronically regulated control, and~~

~~wherein, according to tendency, at a relatively high value of the weighted acceleration sum signal, already a lower value of the slip sum signal causes initiation of the electronically regulated control.~~

9. The method as claimed in claim 8,

wherein a quantity obtained by integration of the wheel acceleration on each individual wheel is used as an acceleration value.

10. The method as claimed in claim 9,

wherein the acceleration sum signals are compared with predetermined acceleration thresholds and the slip sum signals are compared with slip thresholds, and wherein the ~~EBV~~ electronically regulated control is triggered when these said thresholds are exceeded.

Claims 11-13 (Cancelled)

14. ~~The A method as claimed in claim 12, for electronically regulating brake force distribution to the front axle and the rear axle of a motor vehicle, wherein the rotational behavior of the vehicle wheels is determined, compared with the vehicle speed, the vehicle reference speed, the changes of these variables, or a combination thereof, and evaluated to limit the slip on the rear-wheel brakes by modulating the braking pressure,~~

~~wherein the brake force distribution is controlled in dependence on sum signals obtained by addition of acceleration values determined on each individual rear wheel and slip values determined on each individual rear wheel,~~

~~wherein the acceleration sum signals and slip sum signals are respectively multiplied and weighted by an acceleration sum factor and a slip sum factor, respectively, and a sum is produced of the acceleration sum signal weighted with the variable acceleration sum factor and of the slip sum signal weighted with the variable slip sum factor and is evaluated as a criterion for initiating the electronically regulated control, and~~

~~wherein, according to tendency, at a high achievement rate, i.e. at a relatively high value of the weighted slip sum signal, already a lower value of the acceleration sum signal causes initiation of the EBV-electronically regulated control.~~

15. The method as claimed in claim 138,

wherein for determining the entry of the EBV-electronically regulated control, the acceleration sum signal and the slip sum signal are successively weighted with variable acceleration sum factors or slip sum factors, respectively, the values thereof being predetermined.

16. The method as claimed in claim 14,

wherein for determining the entry of the EBV-electronically regulated control, the acceleration sum signal and the slip sum signal are successively weighted with variable acceleration sum factors or slip sum factors, respectively, the values thereof being predetermined.